

part of the North Shore, for it will be of great service to that part of the country. But with that one exception, nothing has been done; there is neither railway, nor quay, nor any kind of public work. But, it will be said, the Government have surely established a rapid and easy postal service? Nothing of the kind. The hon. Postmaster General has taken good care not to think of the north shore and of that industrious and important population. Postal communication is in a most primitive state in these localities. It is by the merest accident that a mail is sent thither overland once a month, very often only every two or three months. I claim that a little more attention should be shown to the north shore, which contributes every year several hundreds of thousands of dollars to the public Treasury. We ask for a subsidy of \$4,000 a year—but a paltry sum you will perceive—which will enable the Government to have the mails transported fortnightly by a steamer which will stop at all points on the North Shore where there is a post office. By means of this subsidy the Government will, moreover, contribute towards establishing a regular line of steamers plying fortnightly between Quebec and Esquimaux Point, stopping where required, thus affording rapid and easy transit to the population of the county of Saguenay, and contributing to the rapid development of those localities. The owners of these steamers have sent in offers concerning this to the hon. Postmaster General. All the residents of the North Shore have signed and sent to the Government petitions to that effect, and these petitions are endorsed by the merchants and Board of Trade of Quebec. Why should not the Government of Canada do for the North Shore that which the Government of Newfoundland has done for the coast of Newfoundland and Labrador? I hold in my hand a public notice of the Postmaster General of Newfoundland, showing that he despatches a special steamer to carry and distribute the mails on the whole of the Newfoundland and Labrador coasts, wherever there are fishermen, thus giving fishermen an easy method of transport. Here is this notice:

“ROUTE OF THE LABRADOR MAIL STEAMER, 1880.”

“The Northern Coastal Steamer will connect with this Service at Battle Harbor.

“Labrador Steamer to leave St. John's on the 10th July, call at Harbor Grace—thence to Salmon River, thence to Blanc Sablon, Forteau, L'Anse-au-Loup, Red Bay, Chateau, Henley, Chimney Tickle, Cape Charles, and Battle Harbor.

“Proceeding North—From Battle Harbor to Spear Harbor, Francis Harbor Bight, Square Islands, Dead Island, Venison Island, Punch Bowl, Bateaux, Indian Tickle, Grady, and then go direct to Indian Harbor, Brig Harbor, Mannoek's Island, Hack, and Cape Harrigan.

“Returning South—Calling at Hopedale, Turnavik, Adnavick, Long Tickle, Rogers Harbor, Ragged Islands, Jigger Tickle, Cape Harrison, Sleigh Tickle, Holton, Emely Harbor, White Bears, Smokey Tickle, Indian Harbor, Rigoulette, Pack's Harbor and independent, two last places alternately.

Black and Long Islands and South-East Cove, alternately.

Grady,

Indian Tickle.

Bateaux and Domino, alternately.

Punch Bowl:

Seal Islands and Comfort Bight, alternately,

Bolster's Rock,

Venison Island.

Tub Harbor and Snug Harbor, alternately.

Dead Island.

Scrammy Bay,

Ship Harbor and Fishing Ship's Harbor, alternately,

Francis Harbor Bight.

Little Harbor.

“Murray and Spear Harbors alternately, and thence to Battle Harbor.

The following trips will be the same as the above, except after the first round trip in September, the Steamer will not be required to go North of Holton, but after that trip must call at all Harbors between Bateau and Henly Harbor, for Herring Fishery news.

“JOHN DELANEY,

“Postmaster General.

“St. John's, 2nd July, 1880.”

I trust, therefore, that the Government will accede to my legitimate request, especially when it is taken into consideration that it is the North Shore which provides, to a great extent, food for the city of Quebec. I hope that the Government will take prompt steps in the matter.

Sir HECTOR LANGEVIN. Mr. Speaker, I have no objection to granting the documents asked for by the hon. member, but I would merely ask him to remember that, although it may be possible that the improvements that he asks for the county of Saguenay are absolutely required, yet the Government cannot do everything at once. We have already begun making considerable improvements in the county of Chicoutimi, whilst on the North Shore, as he has himself observed, the Government has, on a vote of the House, granted a telegraph line which is extending from year to year, until it shall have reached the extreme limits of the Province of Quebec and of the Dominion of Canada in that direction. I feel sure that the hon. member will, through the energy that characterizes his demands to the Government, obtain in years to come the other improvements which are necessary to the county of Saguenay.

Motion agreed to.

AGRICULTURAL INTERESTS.

Mr. ORTON, in moving for a Select Committee to enquire into and report upon the effects of the present Tariff upon the agricultural interests of the Dominion, said: It will be within the recollection of many that a similar committee was asked for, and granted, in 1876, and proceeded to perform its duties under circumstances that do not exist to-day. The result was, it brought down, not in the ordinary manner, but in a round-about way—the only one in which it could then be brought down—a report on the question of agriculture in relation to our Tariff. The report, in consequence of the opposition of the Government supporters on the committee, had to be made by moving the adjournment of the House. To-day a different state of affairs exists. Any member, whether on the Government or Opposition side, could move for a committee in the interests of agriculture without meeting opposition. The result of the elections of 1878 fully endorsed the report of the committee of 1876. Many hon. gentlemen, who did not agree with the then Opposition, still gave their evidence in favor of protecting the agricultural industry, and prominent among those was the leader of the Liberal party in the Province of Quebec. He candidly and honorably stated his views in a letter which became celebrated at the General Elections of 1878. The evidence given by leading agriculturists, the answers given to questions sent to reeves, deputy reeves and presidents of agricultural societies, showed that they were four to one in favor of the policy brought into operation by this Government. Notwithstanding this overwhelming evidence, the Opposition to-day contend with as much energy as they did in the past, that this policy is not in the interests of agriculture, and I know it is highly important we should have every fact and feature of this question brought fairly and clearly before the country. The Opposition contend that no protection can be given to the agriculturist. Their hon. leader, in various speeches last summer, more especially that one at Cobourg, foreshadowed, rather faintly, what would be the possible policy—for no policy has yet been clearly defined by them—of the Opposition, should it come into power. He said it was utterly impossible to protect the agriculturists of Canada. Still, he said, no Government would take off at once all the protection on manufactures. The hon. member for Lambton, in a speech to his constituents, gave expression to similar sentiments, both agreeing that, as far as agriculture was concerned, the protection must be removed. It was stated by them that not only was our agriculture not benefitted by that, but that the traffic by our railways and canals was seriously injured. I need not refer to that point